Supplement 2-1

TRANSPORTAINERS

TRANSPORTAINER INFORMATION

Maritime freight containers (transportainers) are routinely used at Los Alamos National Laboratory (LANL) to provide security and weather protection for temporary storage. LANL procures this type of equipment from a variety of vendors specializing in the reconditioning of used transportainers. Stringent federal transportation criteria govern the design and acceptance of transportainers for the specified intended use. Transportainers that no longer meet these specifications are commonly sold to suppliers who recondition them for resale. The following guidelines reflect specifications typical of reconditioned maritime freight containers designed to transport containerized, non-perishable cargo.

The exterior dimensions of the transportainers are typically 8 foot (ft) wide, 8.5 ft tall, and either 20 or 40 ft long. The sidewalls and roof of the transportainers are constructed of 14-gauge corrugated steel. The sidewalls are welded to 5 inch (in.)-channel beam supports. All joints and seams are continuously welded. The transportainers are equipped with four corner castings and lifting eyes to allow the transportainers to be stacked or hooked together. The corner posts and lifting eyes are 0.25-in. steel welded to corner castings. The floor has 0.125-in. steel-channel cross members. The joists are spaced 12 to 14 in. on center. Either a 1.125-in. or 1.25-in. hardwood decking is screwed into the joists. The decking is applied such that there are no visible gaps between planks. The transportainer door panels are of double-seam construction with double-sealing (two-flap) gaskets. For added security, the hinge pins are constructed of stainless steel and the locking handles are made of hardened steel. The door hardware bolts are welded so that they cannot be unbolted. Each transportainer is equipped with one-way side vents to equalize ambient pressure differentials inside the transportainer.